

30 Jan'y 29.

Big Halibut Stocks.

Sch. Katherine Burke, Capt. Daniel McDonald, made one of the biggest stocks in winter halibut fishery in a long time on her trip which she took out Saturday afternoon realizing \$4-44.05. Her crew of 22 men shared \$90.78 clear.

Capt. McDonald starts off well on his first trip in the craft and he has the best wishes of his many friends for a continuance of good fortune.

Take Cargoes to Boston.

Schs. Aloha and Theodore Roosevelt have gone to Boston with their cargoes of frozen herring, the former being towed yesterday by tug Mary Arnold and the latter going up today in tow of tug Nellie.

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TWO FINE FARES FROM EASTWARD.

SCHS. ASPINET AND VANESSA HAVE THEM AT T WHARF.

Several more good trips are at T wharf this morning which include some of the high liners in the winter haddock fishery this season.

The down east knockabout Aspinet is again at the dock with a dandy fare, hauling for 76,000 pounds of fresh fish. Capt. "Jake" Brigham has been fishing to the eastward where he secured his trip, which consists mostly of haddock. Sch. Vanessa, Capt. William Firth, is also keeping up his record and has an even larger fare than the Aspinet, the haul being for 93,000 pounds. Sch. Mildred Robinson has 46,000 pounds and sch. Moaniam, 31,000 pounds.

Prices on haddock are less than those paid yesterday, and brought from \$1.35 to \$3 a hundred weight this morning. Large cod is scarce and sold at \$6 to \$6.50, while markets brought from \$3.50 to \$4. Pollock sold from \$3 to \$3.50, hake, \$3 to \$6.50 and cusk, \$2.

Boston Arrivals.

The fares and prices in detail are:
Sch. Aspinet, 60,000 haddock, 14,000 cod, 2000 hake.
Sch. Georgia, 28,000 haddock, 5000 cod, 3000 hake.
Sch. Mildred Robinson, 44,000 haddock, 2300 cod.
Sch. Mary P. Santos, 5500 haddock, 4000 cod.
Sch. Jessie Costa, 35,000 haddock, 700 cod, 400 hake.
Sch. Matchless, 27,000 haddock, 1300 cod, 1500 hake.
Sch. Annie and Jennie, 8500 haddock, 300 cod.
Sch. Warren M. Goodspeed, 10,000 haddock, 1000 cod, 2000 hake.
Sch. Stranger, 2000 haddock, 500 cod, 4000 hake.
Sch. Leo, 3500 haddock, 3000 cod, 2000 hake.
Sch. Olive F. Hutchings, 7000 haddock, 8000 cod, 1000 hake.
Sch. Elva L. Spurling, 6000 haddock, 1500 cod, 2000 hake.
Sch. Rita A. Viator, 5000 haddock, 900 cod.
Sch. Walter P. Goulart, 3500 haddock, 500 cod, 2000 hake.
Sch. Mary DeCosta, 6000 haddock, 200 cod, 1000 hake.
Sch. Yankee, 2500 haddock, 700 cod.
Sch. Flayilla, 7000 haddock, 1200 cod.
Sch. Moaniam, 15,000 haddock, 16,000 cod.
Sch. Margaret Dillon, 10,000 haddock, 1400 cod, 1400 hake.
Sch. Vanessa, 65,000 haddock, 23,000 cod, 5000 hake.
Haddock, \$1.35 to \$3 per cwt.; large cod, \$6 to \$6.50; market cod, \$3.50 to \$4; pollock, \$3 to \$3.50; hake, \$3 to \$6.50; cusk, \$2.

Note in Mackerel Tin.

Recently Mrs. Henry R. Buckley of Tokeneke, Conn., opened a tin of scoured mackerel and inside of it found, says the South Norwalk (Conn.) Sentinel, this note: "Send postal to Miss Clarke, Aberdeen, Scotland." Mrs. Buckley wrote to Miss Clarke, and the other day received in reply a letter, post card and a book containing magnificent scenes from Scotland. One showed Miss Clarke's home. The letter said the mackerel was packed in August, 1910.

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CANADA'S BIG FISHING YEAR.

The official report of the fisheries of the Dominion of Canada for the year 1911 shows the largest figures on record, closely approximating \$30,000,000. The province of Nova Scotia once more heads the list, contributing over one-third of the total result, the value of the catch being upwards of \$10,000,000 for the three fishery districts, comprised in 18 counties. Lunenburg county shows the largest increase of production, the takings of its fine fleet of banking schooners having been exceptionally large, the high prices ruling throughout the year also aiding in the success of the season's operations.

The mackerel catch, however, was the smallest for many years, off the Nova Scotia coast. Herring also came below the average of the last few years. Lobsters about held their own, marketing in the shell being noticeably on the increase. Marked improvement in the transportation of fresh and preserved fish to distant points in the interior from the Atlantic provinces is mentioned in the report as gratifying evidence of progress.

Efforts are still being made to introduce Scottish fishery board methods under local administration in the immediate vicinity of the north Atlantic fishing grounds.

PORTLAND HARBOR FROZEN.

Whole Fleet of Tugs Had to Put Fishing Vessels Into Wharves.

For the first time this season, the members of the Portland fishing fleet found that they could not get into their berths under their own power. They have had plenty of trouble with bad weather, but Friday it was the ice that bothered them.

Very nearly every one of the fleet came into port, but they could not get any farther than the breakwater. There the big fields of ice confronted them, and for all of the fact that the gasoline engines spit and sputtered, the craft could make no headway. There was a prospect that there would be little fish on the market for Friday unless help was secured.

Consequently all the small tug boats in the harbor were called into requisition and soon the fishermen were being towed to Commercial and Central wharves to discharge their fares. Not all of them had to be towed, for some followed in the wake of the others through the channel made, but there were enough that had to be helped to provide the towboat captains with a little money.

Salt Mackerel Market.

There is little that can be said about domestic salt mackerel. The spot market is practically bare of stocks. Dealers who may have a few barrels in storage are not in a hurry to sell, as they feel sure prices of shore salt mackerel will go higher before any noticeable decline is noted. At present prices are very firm for old stock.

Trade in foreign salt mackerel says the Fishing Gazette was very fair the greater part of the week, with prices unchanged. The buying was in small lots, however, apparently to satisfy immediate requirements. Importations for the week were about 400 barrels at New York, 500 at Boston and smaller lots in three other sea coast cities. Stocks at New York are large and should begin to move very soon in sizable quantities.

Fulton Market Fish Notes.

There was only a fair amount of business in the salt water fish market at New York last week. The smacks brought in about 31,000 codfish, and there was a fair supply of southern fish at fair prices. Pompano was the single exception to the rule. In the fresh water fish market, prices were high because of a short supply of stock. Scallops took a drop in price on Friday.

The range of figures on codfish were: Steak cod, 8 cents to 11 cents; and market fish, 4 cents to 6 cents. Haddock brought 3 1-2 cents to 5 cents; hake, 5 cents to 6 cents, and pollock, 6 cents to 7 cents.

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NEW RULING ON FREE FISH ENTRY.

Treasury Department Defines Again What are American Products.

Full Text of the Act Which Now Goes Into Effect.

The treasury department has made an important ruling relative to the entering of fish free of duty. Treasury decision, No. 32,138 just issued by the department deals with the free entry of American fisheries products as follows:

"Paragraph 639 of the tariff act of Aug. 5, 1909, provides for the free entry, among other things, of 'spermaceti, whale, and other fish oils of American fisheries, and all fish and other products of such fisheries.'

"1. An American fishery, within the meaning of said paragraph, is defined as a fishery operated under the American flag by American vessels in foreign waters, in which such vessels have the right, by treaty or otherwise, to take fish and other marine products. The products of such fisheries will be held to include fish, oil, bone, sponges, turtles, and other marine products.

"2. Fish taken by the citizens of another country, and purchased by the owner, master, or agent of an American vessel, whether or not landed on shore prior to being taken aboard such vessel, are not entitled to free entry as a product of an American fishery.

"3. Fish taken from the water by members of the crew of an American vessel (who may be either American citizens or foreigners), or by foreign fishermen in the presence of such vessel and under the supervision of its master or crew, and in pursuance of an employment for that purpose, whether with foreign boats, nets, gear, and tackle, or with boats, nets, etc., provided for such purpose by the fishing vessel and brought by such fishing vessel to a port of this country, or transhipped to another vessel as hereinafter provided, will be entitled to free entry. In other words, the employment of foreign fishermen either as members of the crew or under the supervision of the master or crew of an American vessel is allowed. The purchase by the owner, agent, master, or crew of an American vessel of fish caught by the citizens of another country in foreign waters will subject such fish to duty.

"4. Fish taken by an American vessel in the manner described in paragraph 3 hereof and landed on shore in foreign territory to be stored, frozen, salted, dried, or otherwise preserved for transportation by the master and crew of the fishing vessel will be entitled to free entry, provided that no persons other than the officers, master, and crew of said fishing vessel or persons employed for the purpose, have been engaged in storing, freezing, salting, drying, or curing such fish on shore, and further provided that the fish have not been subjected to any process of manufacture on shore.

"5. Whenever fish are imported in a vessel other than the same by which they are taken even in cases where the affidavits and certificates hereby required are filed, and the collector of customs at the port of entry is not satisfied that the said fish are the product of American fisheries, said collector may require additional proof thereof by affidavits or otherwise before admitting said fish or other products free of duty.

"6. Whether such products are imported in the vessel by which the same are taken, or by another vessel, an affidavit of the master of the vessel or the masters of the vessels by which the fish or other products were taken or under whose supervision they were taken will be required upon en-

try, showing when, where, and by whom, and the manner in which the same were taken from the water, and such affidavits will be required to be verified by the affidavits of at least two members of the crew of the fishing vessel. In case said fish or other products are landed on shore for storage or said other purposes, as provided in section 4, supra, in charge of an agent or the master or owner of said vessel or vessels, and afterwards transhipped to this country in another vessel or conveyance, an affidavit by said agent will be required upon entry, in addition to the affidavits of the master and crew specified above, showing when, where, by whom, and by what vessel or vessels said fish were landed and stored, frozen, salted, dried, or cured, and certifying that only said fish so landed and stored, etc., have been transhipped. An affidavit will be required from the master of said vessel bringing said catch into port, showing when, where, and from whom he received the same. In case such fish shall be transhipped to and imported in railroad cars, such affidavit shall be made by the agent of the railroad company having knowledge of the facts. Free entry will be denied unless it appears that the fish or other products were taken by members of the crew of the fishing vessel, either alone or with the assistance of men, boats, and gear employed for such purpose. If the fish were taken by or with the assistance of citizens of a foreign country not members of such crew, it must appear that the same were taken from the water in the presence of the fishing vessel and under the supervision of the master or crew thereof in pursuance of an employment for that purpose, and were not purchased by or on behalf of the owner or master of said vessel. Such affidavits may be made before a treasury agent designated by the department, before any United States consul or any collector or deputy collector of customs, or before any notary public or other officer having a seal and authorized to administer oaths, and in the event that it is impracticable to have such affidavits sworn to before such officers, the same may be executed before two reputable merchants.

"7. In case such fish are imported by a vessel or conveyance other than the one by which the same were taken, a manifest showing the transshipment from the fishing vessel by which the same were taken, certified by the American consul at the port of transshipment, or by a treasury agent designated by the department, or, if there be no such officer at such port, before two reputable resident merchants must be produced on entry.

"8. The affidavits and manifest required by these regulations should be filed at the time of entry, or bond, form catalogue No. 3375, given for their subsequent production.

"9. In the case of transshipment of the catch of an American fishing vessel to railway cars in a foreign country for shipment to this country, the same procedure will be followed as in the case of transshipment to another vessel."

No. 10 suspends the treasury ruling conflicting with the above.

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January

January 31

BIG DAY FOR GILL NETTERS.

FLEET OF "ONE DAY OUT" CHAPS LANDED 55,000 POUNDS.

Sch. Elizabeth N., of Bucksport, is here today from the Bay of Islands, N. F., and brings a big cargo, consisting of 750 barrels of salt, 130 barrels of pickled and 700 barrels of frozen herring.

Only four of the ice-bound fleet at Bay of Islands and Bonne Bay now remain to come, they being schs. Miranda from the former place and schs. Gossip, Smuggler and Bohemia from the latter bay. The Bohemia is fast in the ice and must remain until spring.

The little fleet of gill netters did well yesterday, bringing 55,000 pounds of fresh fish. On account of the storm of the morning, all are held in port today.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Steamer Ibsen, gill netting, 4000 lbs. fresh fish.
- Steamer Alice, gill netting, 4000 lbs. fresh fish.
- Steamer Quoddy, gill netting, 6000 lbs. fresh fish.
- Steamer Eagle, gill netting, 3000 lbs. fresh fish.
- Steamer Naomi Bruce, gill netting, 4000 lbs. fresh fish.
- Steamer Mindora, gill netting, 600 lbs. fresh fish.
- Steamer Rough Rider, gill netting, 5000 lbs. fresh fish.
- Steamer Margaret D., gill netting, 6000 lbs. fresh fish.
- Steamer F. S. Willard, gill netting, 3500 lbs. fresh fish.
- Steamer Prince Olaf, gill netting, 4500 lbs. fresh fish.
- Steamer Nomad, gill netting, 5000 lbs. fresh fish.
- Steamer Enterprise, gill netting.
- Steamer Bethulia, gill netting, 6000 lbs. fresh fish.
- Steamer Venture, gill netting, 4000 lbs. fresh fish.
- Sch. Elizabeth N., Bay of Islands, N. F., 750 bbls. salt herring, 130 bbls. pickled herring, 7000 bbls. frozen herring.
- Sch. Jeanette, via Boston.
- Sch. Jorgina, via Boston.
- Sch. Mary E. Silveria, shore.
- Sch. Edith Silveria, shore.
- Sch. Little Fannie, shore.

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TODAY'S FISH MARKET.

Salt Fish.

- Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
- Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
- Salt "drift" codfish, large \$5.25, medium \$4.75.
- Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
- Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
- Haddock, \$1.75.
- Pellock, \$1.75.
- Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.
- Hake, \$1.87 1-2.
- Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
- All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

- Haddock, \$1.15 per cwt.
- Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.
- Cusk, large, \$1.80, medium, \$1.20.
- Snapper cusk, 60c.
- Hake, \$1.45.
- Dressed pollock 90c; round 80c.
- Bank halibut, 16c per lb. for white and 11c for gray.

Bait Prices.

- Frozen bluebacks, \$2.50 per cwt.
- Frozen herring, \$2.75 per cwt.
- Fresh herring, \$2.50 per bbl.
- Frozen squid, \$3.75 per cwt.

Jan'y 30.

Number of Fishermen.

In the fishing business Maryland has 42,812 persons employed; Virginia, 29,376; Maine, 16,956 and Massachusetts, 14,365.

Alaska's Fisheries.

In his report for the year 1911, ending June 30, last, Territorial Governor Clark writes as follows of Alaska's fish industry: "The total investment during the year amounted to \$20,711,422. The finished product was 214,536,433 pounds, with an export value of \$13,259,859, showing an increase of 12,553,195 pounds and \$2,078,471 over the products of 1909. Over 15,000 were engaged in the industry, over 6000 whites and the remainder Indians and Orientals."

Porto Rico Market.

Arrivals of fishstuffs at the various ports of Porto Rico for the week ending January 16, as reported in the market later of S. Ramirez & Co., were 261 tierces codfish, 38 of haddock and 35 of pollock. Prices on the date mentioned were unchanged from the previous week, being \$7.25 to \$7.50 per hundred pounds for codfish, and \$5 to \$5.25 for pollock and haddock—all these quotations of course, on the usual net ex wharf basis.

The Gulf Is Closed.

A field of ice that covered the ocean like a carpet was encountered off Cape Race, N. F., by the steamship Rochambeau, which arrived at New York yesterday from Havre. The liner steamed for several hours through the heavy ice field.

Fishermen Adrift on Ice Floe.

Nine hundred fishermen are drifting on a gigantic ice floe between Narva and the Pitkapaasi Islands, off Finland. The danger to the men is not imminent unless a storm breaks from the north.

Will Back a Freezer.

The Sandwich, Mass., board of trade is ready to back a fish freezing plant as well as a fish canning factory if a location can be obtained on the banks of the Cape Cod canal.

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Pacific Halibut Figures.

According to figures compiled by a Seattle, Wash., broker, the December halibut catch amounted to 1,186,100 pounds, valued at \$109,714. The reason for the small catch was the weather conditions, which prevented operations by the fishermen. Halibut fishing according to the report of the British Columbia fisheries, has shown a steady increase from year to year.

Pensacola 1911 Receipts.

Receipts of snappers, groupers and beach fish at Pensacola for the year 1911 aggregate more than 10,000,000 pounds according to statistics recently compiled. Pensacola's snapper fishery is growing, and it is believed that a bigger business will be done this year with the greatly increased fleet.

Race to the Fishing Grounds.

Schs. Albert Geiger, Emily Cooney, Clara R. Harwood and Dorothy of the Pensacola fleet sailed for the Campechy grounds last Friday. The Pensacola News says the crafts were towed outside at the same time and it will be an interesting race to the grounds and home again.

High Figure on Cod.

The price of fish in Lunenburg on Wednesday reached \$7.59 per quintal.

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Boston Fish Trade Worked Up.

The fish trade in Boston is greatly worked up, says the Fishing Gazette editorially. The reason is a leading firm of fish merchants on T wharf have disposed of their fine business to a syndicate, who will probably corral others when they get ready to make addition to their first purchase. It is not known who the buyers are, but it is taken for granted it is a well-known corporation with headquarters in the West. February 1 is the day set for transferring the property.

THE BANKERS OF PROVINCETOWN

SALE OF WHORF FLEET MARKS PASSING OF THE INDUSTRY THERE.

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HISTORY OF SALT CODDERS FROM 1760 TO PRESENT TIME.

The past week sale of the schooners American, Gladstone, Monitor and Lottie Brynes—comprising the Whorf Provincetown fleet of Grand Banks salt codfishermen—to the Gorton-Pew Fisheries Company of Gloucester, not only marks the passing from Provincetown of a hary industry, but the complete abandonment of the work by one who had been uninterruptedly engaged thereat since 1862—50 long years ago, says the Boston Herald.

The birth date of Provincetown's salt codfishery is unknown. It is not known when the inhabitants first fitted and sent out vessels to fish foreign waters, but as far back as 1760 a Provincetown salt codfishing schooner brought home a baby girl that had been rescued from a tide-bared rock, where she had been marooned—presumably to drown at the flooding of the tide, in the "Tittle," while homeward bound from the Gulf of St. Lawrence.

Provincetown Incorporated in 1727.

The business began there, doubtless, in the second quarter of the 18th century, shortly following the town's incorporation, 1727, but whatever the date, the business continued to be the town's principal industry until about 1890.

From its inception until the late '80s of the last century the business proved mainly successful, but periods of fish scarcity were not unknown.

In 1802 the eight men of the schooner John, 66 tons, were engaged 19 weeks on the Grand Banks procuring a cargo of 800 quintals of cod, while in the following year the same vessel fished 22 weeks on the same field before completing loading.

As early as 1803 Provincetown vessels secured cargoes of cod at Labrador, and continued to do so every successive season until the outbreak of the war of 1812, when the vessels were laid up, their crews engaging in shore fishing in small boats. At the close of that war the vessels were re-engaged in the foreign codfishery.

Only one vessel went to Labrador in 1815. The rest of the town fleet went to the Grand Banks. They found cod very abundant. Some of them made two, some three, voyages that season, which proved a period of prosperity, in marked contrast to the lean years of the warring period. The largest vessel belonging to the port at that time was the schooner Neptune, 98 tons, carrying eight men. She made two trips that season, taking 1200 quintals cod on one trip that lasted only 12 weeks and three days.

Fleet Increased in 1816.

The year 1816 saw the fleet increased by several sail. The fleet found fish less plentiful than on the year next preceding. In 1817 the fleet went again to the Grand Banks, but found less fish than in 1816. Again in the succeeding year they tried that field, but the fishing proved a failure, so, after spending a few weeks there, they proceeded to the Gulf of St. Lawrence and there secured full cargoes.

As a consequence, the town fleet frequented Labrador and Gulf of St. Lawrence waters exclusively for several years thereafter. But in 1824 the Freedom, 55 tons, making a lone quest of the Grand Banks, met with rich success. Vessel after vessel turned that way in succeeding years and by 1831 a big fleet was again frequenting that ancient fishing ground and the Labrador field had been abandoned.

In 1835 the schooner Lucy Mary, Atwood, master, 59 tons, six men, fished only six weeks on the Grand Banks, but secured her full complement—572 quintals when dried for market.

From that time until a quarter century ago the Grand Banks fishery was extensively prosecuted by local fleets.

Biggest Fleet Sailed in 1867.

The biggest fleet, numerically, sailed in 1867, probably. In that year 91 schooners, of which 78 went to the Grand Banks and 13 to the Gulf of St. Lawrence, represented Provincetown in the salt codfishery. They brought home 78,607 quintals of salted cod and 15,056 quintals of salted halibut.

To show that the fleet was a sizable one in other years it is stated that 65 vessels were engaged in 1852, 81 in 1853, 87 in 1854 and 83 in 1855, while in 1876, following a period of moderate reverses, only 63 vessels were engaged at the work.

Then there occurred a revival of the industry and the biggest fleet, tonnage considered, ever locally engaged went out in the years from 1879 to 1886 inclusive.

That fleet numbered no more than 60 sail, but they were fine and new, mostly, and capable of bearing double the cargoes of the older fleet, they averaging 2400 quintals capacity and carrying crews of from 16 to 30 men.

The early 80's were prolific years, certain banks, notably Quereau, yielded prodigally. Vessels secured 3000 quintals cod on trips that lasted only two months from day of sailing to day of arrival home, and vessels having newly salted cod "kenched" between deck-house and quarter-rail and other "kenches" built up forward of the cabin trunk, in addition to full holds, left banks for home, sunken dangerously in the water by skippers.

Crews Made Money Easily.

Crews received so much money each per trip, the amount being named in advance. They made big money in quick time, and the captains, who went on "shares," won great wads of yellowbacks as quickly. To prove the statement: one young master gave in 1882, his savings, amounting to \$1800 together with a note for \$1200, in exchange for the quarter part of a new schooner built for his captaincy. He went to the Grand bank that summer, but stayed at home, while his schooner was fruiting, the following winter. The sum of \$4200 was due him, representing his summer "share" and his part of the vessel's winter earnings, when the settlement for the year was made.

But the tide turned—turned so fiercely that the skipper who succeeded the young captain in 1883 lost \$206 on "shares" that season.

Grand banks and Quereau cod crops failed miserably and off hand. Vessels that took full cargoes in two months in 1882 had difficulty in securing from one-third to one-half of a cargo in 1886 and fortunes were lost quicker than they had been gained, owners and captains being the sole losers—voyage expenses being as much failing the securing of a fish as when the ship came home filled with cod under the crew wage and crew feeding system practiced by the "sharesmen"—outfitters, and, after a few years of calamitous endeavor the great majority of the vessels were withdrawn.

Philip A. Whorf Gives Up.

Since 1891 the fleet has been small. Only four small sail were engaged in 1898. Eleven vessels made a last stand in 1899. In more recent years the number of sail has varied, averaging not more than five per year, but through thick and thin, through good and bad report, Philip A. Whorf, last of the "Old Guard" of local outfitters, a man who engaged as owner in 1862 and as agent and managing owner in 1865, has stuck manfully, grimly, to his self-enforced task of attempting to win a paying harvest from an infertile field.

Long ago he saw the last of his formerly numerous contemporaries give up the struggle, but he, brimming with pluck and hopeful ever, has struggled resolutely on, resolved to achieve success, seeing meanwhile his little fleet dwindle from time to time as wave and rock have brought about the undoing of this and that one of the number.

Retains but One Vessel.

Now he, too, convinced that further endeavor is useless, has given up the fight—reluctantly and, except for the Governor Russell a craft added to the fleet two years ago by a small syndicate, Provincetown's once huge Grand bank fleet has passed into the discard.

Agent Whorf is 70 years old—he looks 15 years younger. The vessels of his fleet from 1865 to the time of the recent sale were: Schs. Camilla, Florence, Willie A. Jewell, Charlie F. Mayo, Wenonah, Lottie Brynes, Edith McIntyre, Grace F. Littleton, Hattie Weston, Willie A. McKay, Gladstone, Monitor and American.